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ABSTRACT

In order to appraise the quality of life (Q.O.L.) in American cities, the fifty largest American cities were examined according to twenty-six socioeconomic variables. These variables were arranged under seven headings: housing, crime, education, health, social disorganization, economic status, and amenities. The results of this study, when compared with the studies of Arthur Louis and Ben-Chieh Lui, produced several conclusions. It was determined that states are not ideal territorial units for studying Q.O.L., because cities with disparate ratings were often found in the same state. Also two cities that are close in physical proximity may differ greatly in the Q.O.L. rankings. The study revealed that no region or metropolitan area ranked high in every index, and that within metropolitan areas there existed significant differences in Q.O.L. from one location to the next. The suggestion put forth in previous studies that a correlation existed between city size and the Q.O.L. from one location to the next. The suggestion put forth in previous studies that a correlation existed between city size and the Q.O.L. index was disproven in this analysis. This study did show a relationship between low ranking amenity ratings and cities with a large industrial sector. Finally, the study yielded several suggestions for improving research techniques in further Q.O.L. assessments. (APM)

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THE QUALITY OF LIFE IN AMERICA'S CITIES

Paper presented to the 77th Annual Meeting of the

Association of American Geographers

Los Angeles, California: April 21, 1981

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PREFACE

Personal opinions may be quite subjective in appraising the quality of life (Q.O.L.) in America's cities. One might prefer a particular city because it is politically conservative, or racially homogeneous, or sexually subdued. Another person may dislike it for precisely the same reasons. However, an unbiased ranking of America's cities could be determined if enough objective criteria are used to analyze certain features of urban life.

INTRODUCTION

There are certain features of urban life that everyone, male or female, black or white, young or old, conservative or liberal, considers desirable. Adequate housing, good medical facilities, clean air and water, and open space are all desirable features. There are also aspects of urban life that can detract from a city's appeal. These negative factors would include pollution, congestion, crime, etc.

I have examined twenty-six socio-economic variables for the fifty largest metropolitan areas in the United States in order to compute a Q.O.L. index. The twenty-six variables were arranged under seven headings: housing, crime, education, health, social disorganization, economic status, and amenities (see Appendix A).

SCALE OF STUDY

There are two primary reasons why I chose the metropolitan area as

my scale of analysis. First, using the whole metropolitan area in addition to the central cities would include a much greater percentage of America's population. Projections for the 1980 Census of Population show that 39.5% of the population live in the suburbs and 27.1% of the population live in the central cities.[1] Therefore, 66.6% of the American population would be considered in this analysis.

The second reason that I chose to examine the metropolitan area was to compare my results with a 1975 study by Arthur Louis.[2] He chose to examine the fifty largest corporate (central) cities. I feel that by using only the central cities Louis biased his findings in favor of newer, western American cities and represented in a negative way the older, eastern cities. Many of the negative aspects of cities tend to worsen over time; housing ages and deteriorates, congestion increases with population growth, and pollution worsens with increased industrialization. By considering the suburbs, as well as the center cities, the broad differences in ages of the physical cities can be somewhat alleviated. Louis even admits that western cities have annexed substantial amounts of suburban territory which have long been associated with lower crime, greater affluence, and better health and housing conditions.[3]

DATA

The data utilized in this study came from a variety of sources. I had hoped that the 1980 Census of Population would be available for use in this study. Unfortunately, according to the Philadelphia Regional Office of the Census Bureau, the detailed characteristics of the 1980

Census of Population will not be available in published form until December, 1981 at the earliest. As a result, the data for seven of my twenty-six variables are from the 1970 Census of Population. The main source of data used in this study was the State and Metropolitan Area Data Book, 1979.[4] The majority of the information taken from this source were compiled from 1976 and 1977 detailed population characteristics estimates. The other major data source utilized was Ben-Chieh Liu's comprehensive assessment of the quality of life in U.S. metropolitan areas for 1970 which was prepared for the U.S. Environmental Protection Agency.[5] Ideally, the data utilized should be taken from the same year but this was not possible without sacrificing the use of more recent data sources.

METHODOLOGY

To determine a metropolitan area's final standing, I computed the average of its rankings in each of the seven sub-categories. According to several previous Q.O.L. studies, this methodology is considered suspect because it assigns equal weight to each category.[6] I take issue with this assessment because assigned weights would be chosen arbitrarily and would bias the findings.

I questioned the methodology that Louis used to compute his final standings. He determined the final rankings by computing the average rankings of each of his twenty-four variables even though the sub-headings that he used did not contain an equal amount of variables.[7] For instance, City A may rank low in amenities because of trade-offs for industrialization and be overly "penalized" if five amenity variables are used in the composite index. At the same time, City A may rank high

in terms of educational variables but perhaps only two educational variables are considered in the composite analysis. City B, on the other hand, may rank high on amenities and low on education and will probably end up with a higher overall Q.O.L. rating. This is the reason why I computed an average in each of the seven variable headings and then proceeded to compute a final composite ranking. Even though Louis claimed that he did not weight his categories, the fact that his sub-headings were unequal in the number of variables considered distorted his composite rankings.

PREVIOUS Q.O.L. STUDIES

The first attempt to measure the Q.O.L. in the United States was Menchen's 1931 study at the state level.[8] Menchen selected variables in the areas of wealth, welfare, health and security, and crime to measure the well-rounded picture of the liveable states.

Most of the theoretical development of Q.O.L. models did not appear until the 1970's. The history of the development of these models is nicely outlined in Liu's E.P.A. report of 1975.[9] Liu felt, unlike Menchen, that states are not ideal territorial units for identifying regional variations in Q.O.L. even though many state programs have an important bearing on social well-being.[10] Liu came to this conclusion after his analysis of metropolitan areas showed both high and low ranking Q.O.L. cities within a given state.

One of the few geographers to publish a Q.O.L. study was David Smith in his seminal work The Geography of Social Well-Being.[11] Smith selected a wide range of different variables to represent as

closely as possible the general definitions of social well-being for the states, between cities, and within cities.

There are two main reasons why I have chosen to look once again at intermetropolitan variations in Q.O.L. First, several years have passed since Smith, Louis, and Liu conducted their Q.O.L. studies and in that time period significant changes have taken place in the United States in terms of population growth and migration. The second reason for my study is to compare the different methodologies that have been utilized in the various studies. The studies by Smith and Liu are both excellent scholarly works. However, I feel that both of these works are, in addition to their numerous merits, classic examples of what I call "statistical overkill." I feel that my findings show that similar results could have been attained by Smith and Liu without the use of complex methodologies and statistical techniques.

FINDINGS

An examination of Table #1 and Map #1 will show that three of the top ten cities are in California, two are in the Midwest, two in the West (excluding California), and three are in the East. Only the three cities in California are considered Sun-belt cities. Of the bottom ten cities, eight are southern cities and six are considered part of the American manufacturing belt.

Much has been written about the inverse relationship between city size and quality of life.[12] I calculated a correlation coefficient of + .08 when I used metropolitan area population rank to explain the Q.O.L. rank. I then correlated the central city's population rank with its

Q.O.L. rank and the resulting correlation coefficient was - .08. These two calculations suggest that on recent data city size and quality of life are uncorrelated.

Looking at Louis' rankings (Table #2), the top eleven cities, and eighteen of the top twenty-five cities, are found in the western half of the United States.[13] The highest ranking eastern seaboard city is Washington, D.C. which is ranked 27th. Five of the top six cities are along the Pacific coast. At the bottom of the list, seven of the ten lowest ranking cities are from America's manufacturing belt and the remaining three cities are located in the South (Map #2).

The correlation coefficient between my twenty-six variable rankings and Louis' rankings is + .77. Seventeen of the twenty-five cities that I ranked higher than Louis are eastern cities (Figure #1). This relationship is even stronger for those cities that I ranked several places higher than Louis. New York was the only eastern seaboard city that Louis ranked higher than I did. The correlation coefficient between my seven sub-heading rankings and Louis' rankings is + .74. This slightly lower correlation coefficient was expected due to the different methodologies used. Even so, the majority of the cities that I ranked higher than Louis were eastern cities.

The correlation coefficient between my seven sub-heading rankings and Ben-Chieh Liu's rankings is + .85 (Figure #2). The higher correlation between my rankings and Liu's was expected because both of us ranked our sub-headings and then computed final composite rankings (Table #3).[14]

My findings are similar to Liu's in that both studies show there is neither a perfect region offering the best of all quality of life sub-headings, nor a worst region suffering substandard quality of life in all components.[15] Some metropolitan areas rated high in one or more

components but not in others; the reverse is also true. A look at Tables 4-10 will show that individual cities may rank high in one index and low in another index. It was not the intent of this study to explain the regional variations among the twenty-six variables or the seven sub-headings or indices.

CONCLUSIONS

The following conclusions have been reached as a result of my findings and comparing my results to the previous studies by Louis and Liu:

1. States are not ideal territorial units for studying Q.O.L. For example, Rochester, N.Y. was my 9th "best" city and New York City ranked a lowly 42nd. Similar differences exist in other states.

2. Even two cities that are close in physical proximity may differ greatly in the rankings. For example, Washington, D.C. ranked 5th and Baltimore, Md. ranked 43rd and their metropolitan areas border one another.

3. No region or metropolitan area ranked high in every index. For policy decision makers, this indicates that there is (are) always an area (or areas) that could use improvement to satisfy the overall Q.O.L.

4. There does exist a tradeoff between industrialization and the amenity ratings. A look at the low ranking amenity index cities will show many large industrial cities.

5. There was no correlation between city size rank and Q.O.L. rank as several previous studies suggested.

6. Suggestions for further work in assessing Q.O.L.:

   A. Try to use data from the same calendar year if it is recent data.

   B. For some variables, data should be averages for several years.[16] For example, the influx of Cubans into Miami last year helped to trigger a sharp abnormal increase in crime.

   C. Weightings should be avoided because they can bias the results.

   D. Variables using monetary figures probably should be adjusted for the cost of living in a given metropolitan area even though my findings are similar to Liu's.[17]

   E. Ranked differences do not seem to distort the composite rankings (compare Map #1 with Map #3).

   F. The number of variables used in the analysis can be kept fairly small without greatly changing the resulting rankings.

7. My final comment is that even within metropolitan areas there exists locations where the Q.O.L. is quite good and other neighborhoods in the same city where the Q.O.L. leaves a lot to be desired. Further research needs to be done.

FOOTNOTES

1. U.S. News & World Report, "Profile of America: What '80 Census Will Show," April 7, 1980, pg. 65.

2. Louis, Arthur, "The Worst American City: A Scientific Study to Confirm or Deny Your Prejudices," Harper's Magazine, January, 1975, pp. 67-71.

3. Louis, op. cit., footnote #2, pg. 71.

4. U.S. Department of Commerce, Bureau of the Census, State and Metropolitan Area Data Book, 1979: A Statistical Abstract Supplement, (Washington, D.C.: U.S. Government Printing Office, 1980).

5. Liu, Ben-Chieh, Quality of Life Indicators in U.S. Metropolitan Areas, 1970: A Comprehensive Assessment, (Washington, D.C.: U.S. Environmental Protection Agency, 1975).

6. Louis, op. cit., footnote #2, pg. 67.
   Liu, op. cit., footnote #5, pg. 81.

7. Louis, op. cit., footnote #2, pg. 67.

8. Menchen, H.L., "The Worst American State," American Mercury, September, 1931, pp. 1-16.

9. Liu, op. cit., footnote #5, pp. 27-31.

10. Liu, op. cit., footnote #5, pp. 28-29.

11. Smith, David, The Geography of Social Well-Being in the United States, (New York: McGraw-Hill, 1973).

12. Lakshmanan, T.R., and Chatterjee, Lata R., "Urbanization and Environmental Quality," A.A.G. Resource Paper # 77-1, (Washington, D.C.: Association of American Geographers, 1977), pg. 18.
    Louis, op. cit., footnote #2, also alluded to this notion.

13. Louis, op. cit., footnote #2, pg. 71.

14. Liu, op. cit., footnote #5, pp. 212-213.

15. Liu, op. cit., footnote #5, pg. 218.

16. Harries, Keith D., The Geography of Crime and Justice, (New York: McGraw-Hill, 1974), pg. 39.

17. U.S. Department of Commerce, Bureau of the Census, Statistical Abstract of the United States, 1979, (Washington, D.C.: U.S. Government Printing Office, 1979), pp. I-124 - I-144.
    The cost of living adjustment is especially desirable for housing data.

APPENDIX A

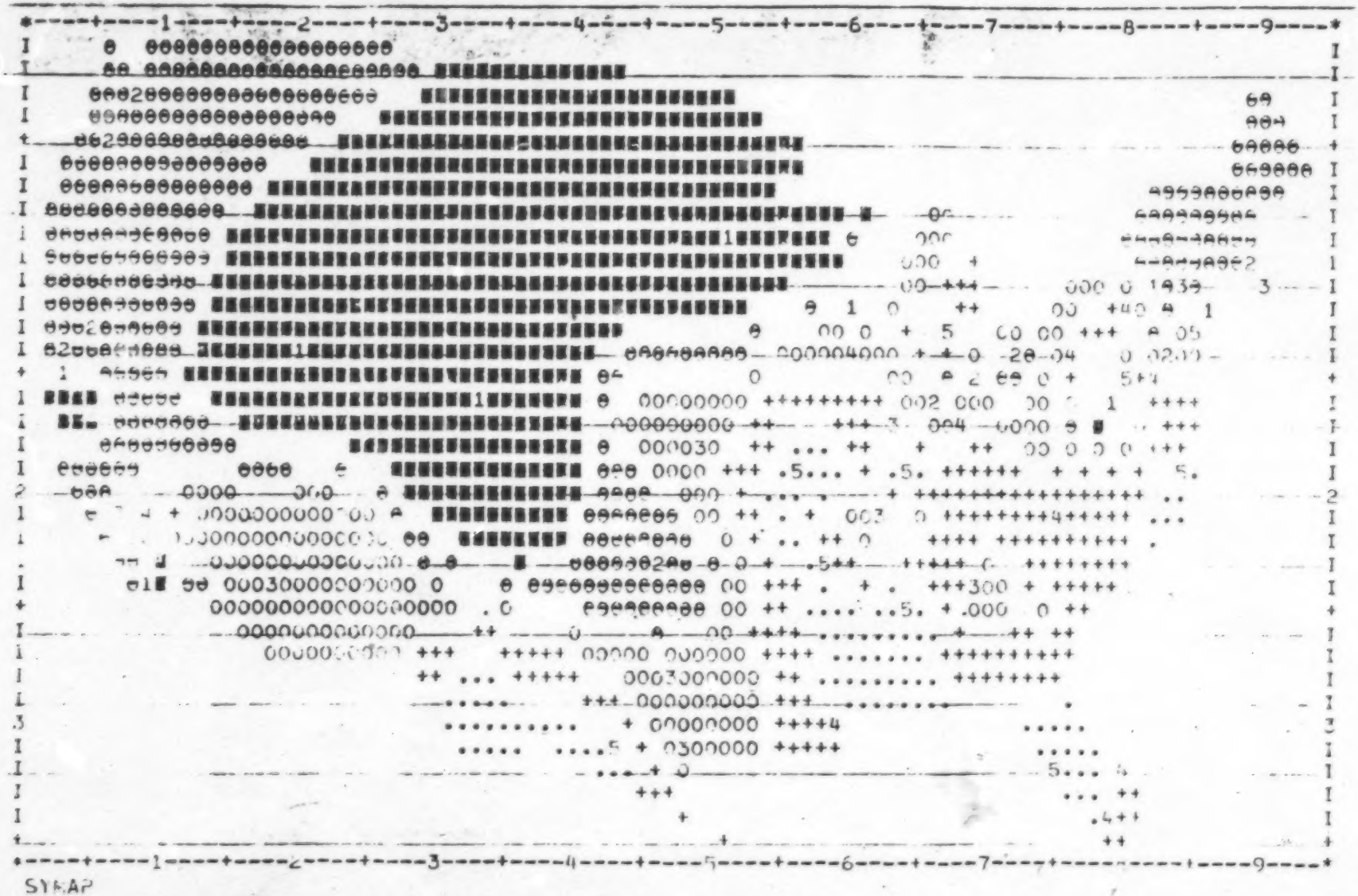
SUB-CATEGORY	VARIABLE	YEAR	SOURCE	PAGES
Housing	% blt. since 1960	1970	SMADB	148-456
"	% lacking plumbing	1970	SMADB	149-457
"	med. hsg. value	1970	SAUS	I-124-I-144
"	% owner occupied	1970	SMADB	148-456
Social Disorganization	% $\geq$ 1.01 per room	1970	SMADB	149-457
" "	pop. density	1977	SMADB	126-434
" "	divorce rate	1976	SMADB	136-444
Education	$\geq$ 12 yrs. of school	1970	SMADB	138-446
"	$\geq$ 16 yrs. of school	1970	SMADB	138-446
Economic Status	% unemployed	1977	SMADB	140-448
"	per capita income	1976	SMADB	141-449
"	% below pov. level	1969	SMADB	141-449
"	cost of living	1970	QOL	243
Amenities	pop. % chg. 1970-80	1980	USNWR	73
"	park acreage	1972	QOL	236
"	sunshine days	1970	QOL	237
"	tot. sus. part.	1972	QOL	236
"	SO_2 pollution	1970	QOL	236
"	water pollution	1971	QOL	236
Health	physician rate	1977	SMADB	137-445
"	hos. bed rate	1977	SMADB	137-445
"	death rate	1976	SMADB	134-442
"	inf. mort. rate	1968	QOL	238
Crime	serious crime	1977	SMADB	147-445
"	violent crime 1965-69	1969	HARRIES	123-125
"	general crime 1965-69	1969	HARRIES	123-125

SMADB - Footnote # 4
SAUS - Footnote # 17
QOL - Footnote # 5
USNW - Footnote # 1
HARRIES - Footnote # 16

Miller's 7
Composite Index

1. Minneapolis-St. Paul
2. San Jose
3. Denver-Boulder
4. Salt Lake City
5. Washington, D.C.
6. Anaheim-Santa Ana-Garden Grove, Calif.
7. Nassau-Suffolk, N.Y.
8. San Diego
9. Rochester, N.Y.
10. Milwaukee
11. Oklahoma City
12. Portland, Oreg.
13. Seattle-Everett, Wash.
14. Boston
15. San Francisco-Oakland
16. Sacramento
17. Cleveland
18. Columbus, Ohio
19. Newark, N.J.
20. Dayton
21. Albany-Schenectady-Troy, N.Y.
22. Los Angeles-Long Beach
22. Nashville-Davidson
24. Houston
25. Dallas-Fort Worth
26. Kansas City
27. Atlanta
28. Indianapolis
29. Phoenix
30. Providence-Warwick-Pawtucket, R.I.
31. Pittsburgh
31. Buffalo
33. Cincinnati
34. Philadelphia
35. Riverside-San Bernardino-Ontario, Calif.
36. Chicago
37. Greensboro-Winston Salem-High Point, N.C.
38. Ft. Lauderdale-Hollywood, Fla.
39. Miami
40. New Orleans
41. Memphis
42. New York City
43. Baltimore
44. Norfolk-Virginia Beach-Portsmouth, Va.
45. Louisville
46. Detroit
47. San Antonio
48. St. Louis
49. Tampa-St. Petersburg
50. Birmingham

Table #1. Miller's 7 composite index.



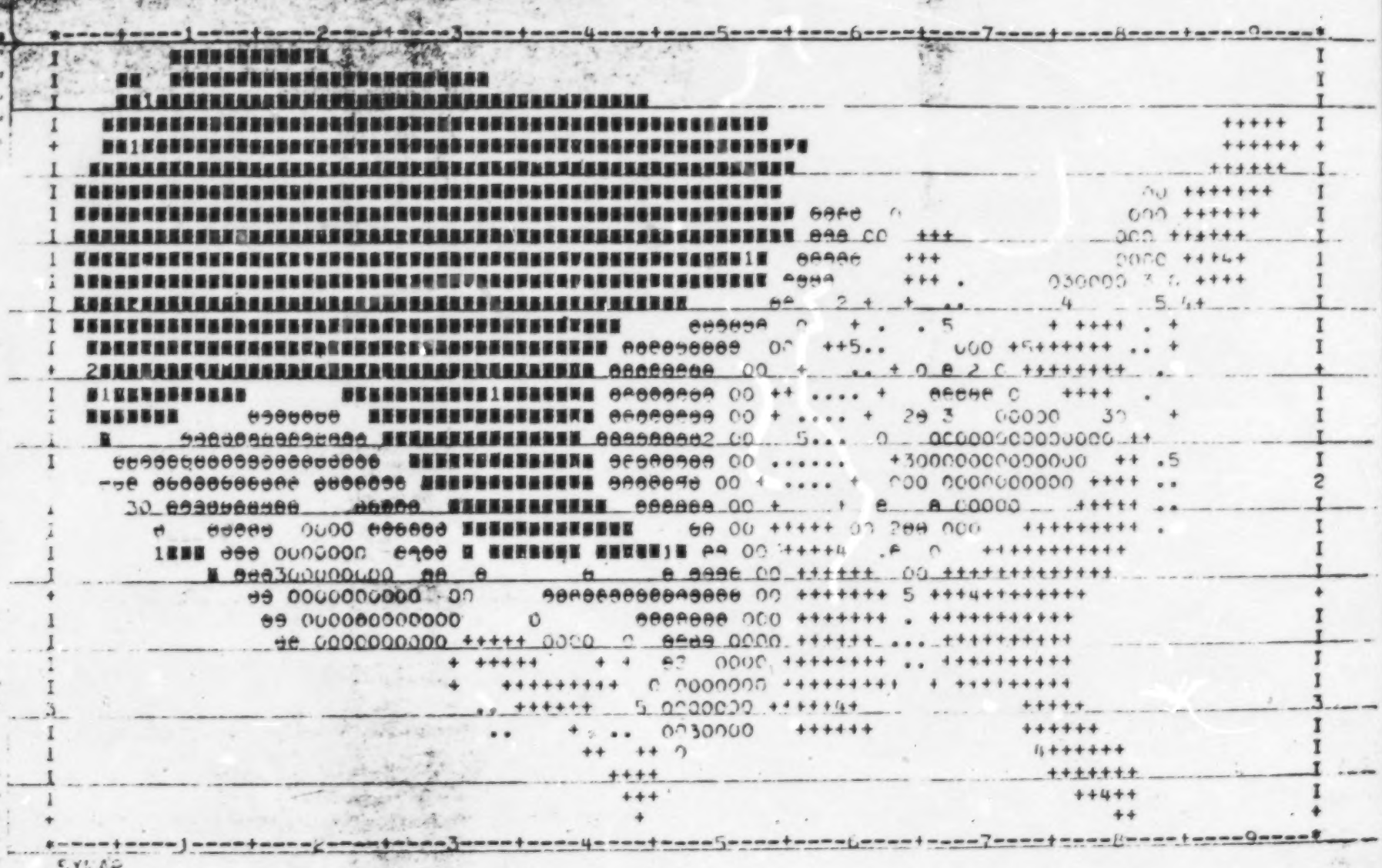
SYMAP

MAP # 1.	
QUALITY OF LIFE STUDY	
U.S. 50 LARGEST METROPOLITAN AREAS	
MILLER'S COMPOSITE INDEX	

Louis' Index

1.	Seattle	26.	Oakland
2.	Tulsa	27.	Washington
3.	San Diego	28.	Houston
4.	San Jose	29.	Buffalo
5.	Honolulu	30.	Louisville
6.	Portland	31.	Pittsburgh
7.	Denver	32.	New York
8.	Minneapolis	33.	Memphis
9.	Oklahoma City	34.	Boston
10.	Omaha	35.	Miami
11.	San Francisco	36.	Atlanta
13.	Nashville	37.	El Paso
13.	St. Paul	38.	New Orleans
14.	Columbus	39.	Philadelphia
15.	Toledo	40.	Tampa
16.	Indianapolis	41.	San Antonio
17.	Long Beach	42.	Norfolk
18.	Milwaukee	43.	Cleveland
19.	Kansas City	44.	Jacksonville
20.	Dallas	45.	Birmingham
21.	Phoeniz	46.	Baltimore
22.	Los Angeles	47.	Detroit
23.	Fort Worth	48.	Chicago
24.	Cincinnati	49.	St. Louis
25.	Rochester	50.	Newark

Table #2. Louis' composite index.



SYRAP

MAP # 2.

QUALITY OF LIFE STUDY

U.S. 50 LARGEST METROPOLITAN AREAS

LOUIS' COMPOSITE INDEX

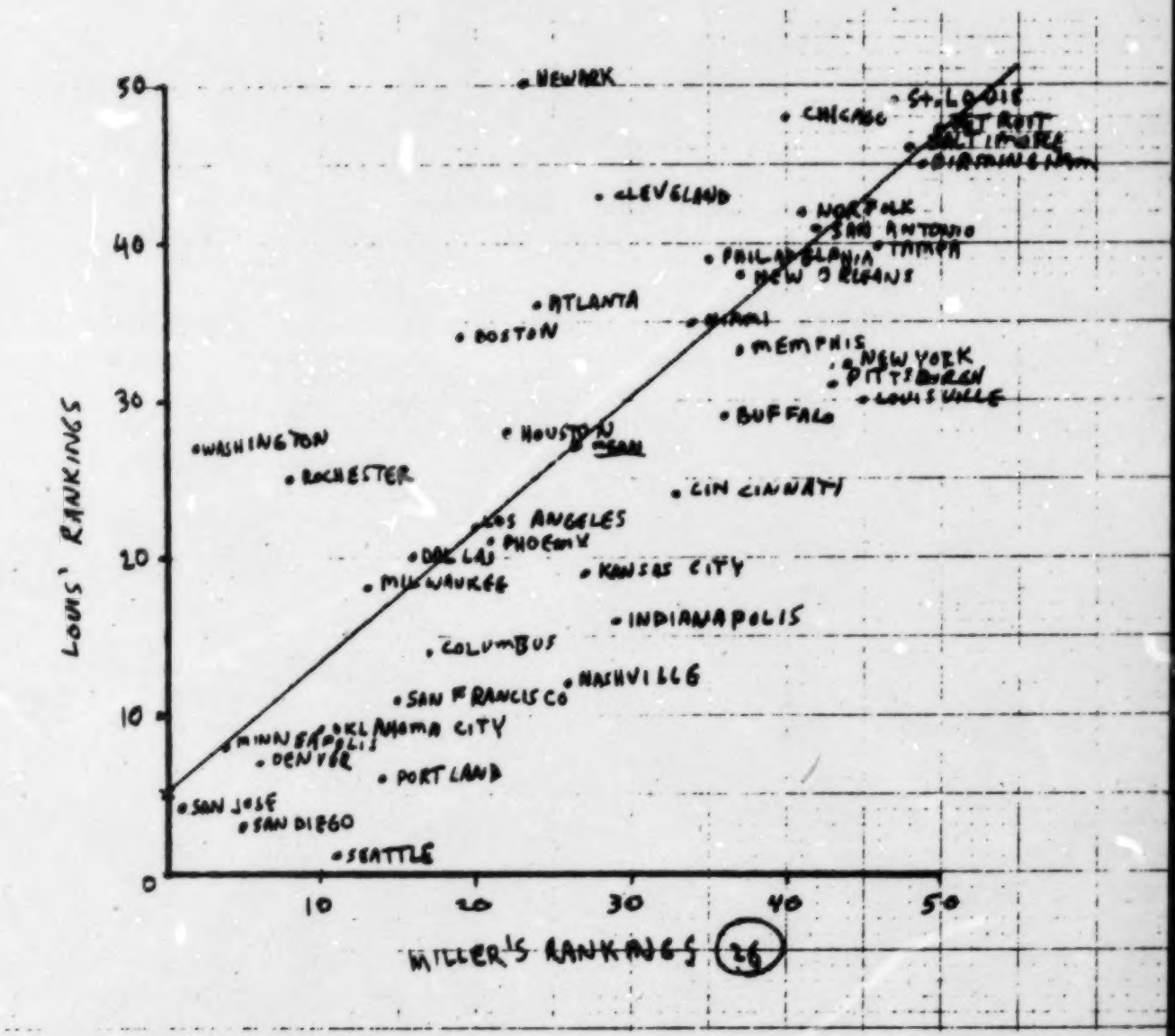


Figure #1. A correlation between Miller's 26 rankings and Louis's rankings.

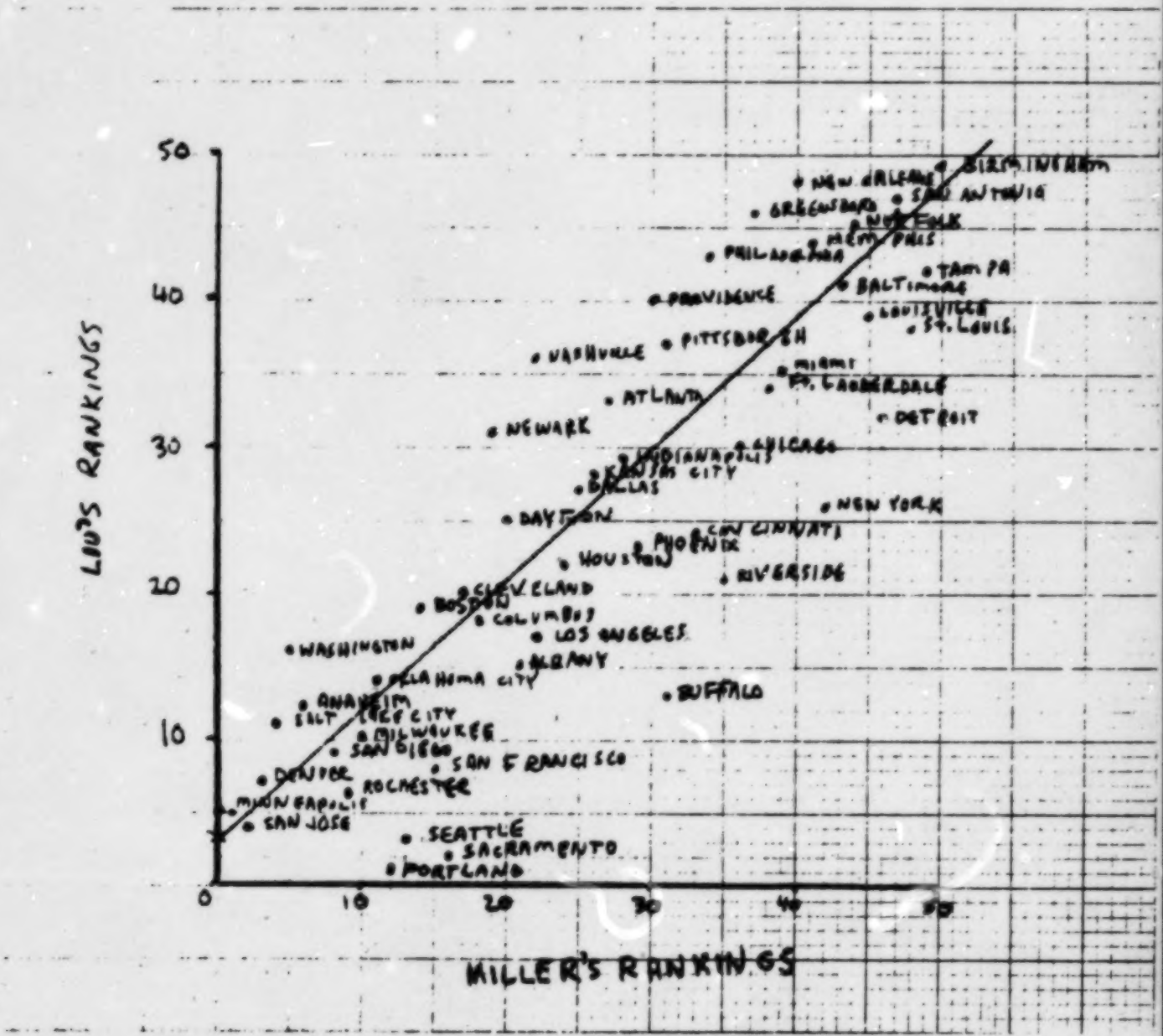


Figure #2. A correlation between Miller's 7 rankings and Liu's rankings.

Liu's Index

1. Portland
2. Sacramento
3. Seattle-Everett, WA
4. San Jose
5. Minneapolis-St. Paul, MN
6. Rochester
7. Denver
8. San Francisco-Oakland, CA
9. San Diego
10. Milwaukee
11. Salt Lake City
12. Anaheim-Santa Ana-Garden Grove, CA
13. Buffalo
14. Oklahoma City
15. Albany-Schenectady-Troy, NY
16. Washington
17. Los Angeles-Long Beach, CA
18. Columbus
19. Boston
20. Cleveland
21. Riverside-San Bernadino-Ontario, CA
22. Houston
23. Phoenix
24. Cincinnati
25. Dayton
26. New York
27. Dallas
28. Kansas City
29. Indianapolis
30. Chicago
31. Newark
32. Detroit
33. Atlanta
34. Ft. Lauderdale-Hollywood, FL
35. Miami
36. Nashville-Davidson, TN
37. Pittsburgh
38. St. Louis
39. Louisville
40. Providence-Pawtucket-Warwick, RI
41. Baltimore
42. Tampa-St. Petersburg, FL
43. Philadelphia
44. Memphis
45. Norfold-Portsmouth, VA
46. Greensboro-Winston Salem-High Point, NC
47. San Antonio
48. New Orleans
49. Birmingham

Table #3. Liu's compostie index.

Housing Index

1. Anaheim-Santa Ana-Garden Grove, CA
2. San Jose
3. Nassau-Suffolk, NY
4. San Diego
5. Ft. Lauderdale-Hollywood, FL
6. Seattle-Everett, WA
6. Los Angeles-Long Beach
8. Newark, NJ
9. Cleveland
10. Sacramento
11. San Francisco-Oakland
12. New York
13. Chicago
14. Denver-Boulder
15. Phoenix
16. Miami
17. Atlanta
17. Minneapolis-St. Paul
19. Salt Lake City
20. Detroit
21. Milwaukee
22. New Orleans
23. Rochester, NY
23. Dallas-Fort Worth
23. Boston
26. Columbus, OH
27. Riverside-San Bernardino-Ontario, CA
28. Dayton
29. Portland, OR
30. Houston
31. Buffalo
32. Washington
33. Baltimore
34. Norfolk-Virginia Beach-Portsmouth, VA
35. Oklahoma City
36. Providence-Warwick-Pawtucket, RI
37. Philadelphia
38. Tampa-St. Petersburg
39. Kansas City
40. Albany-Schenectady-Troy, NY
41. Cincinnati
42. Nashville-Davidson
43. Greensboro-Winston Salem-High Point, NC
44. Indianapolis
45. St. Louis
46. Louisville
47. Memphis
48. San Antonio
49. Pittsburgh
50. Birmingham

Table 14. Housing index.

Social Disorganization Index

1.	Albany-Schenectady-Troy, NY	25.	Sacramento
2.	Rochester, NY	27.	San Francisco-Oakland
3.	Buffalo	28.	San Diego
4.	Minneapolis-St. Paul	29.	Ft. Lauderdale-Hollywood, FL
4.	Pittsburgh	30.	Seattle-Everett, WA
6.	Portland, OR	31.	Tampa-St. Petersburg
7.	Nassau-Suffolk, NY	31.	Indianapolis
8.	Washington	33.	New Orleans
9.	Boston	34.	Memphis
9.	Philadelphia	35.	St. Louis
11.	Providence-Warnick-Pawtucket, RI	35.	Detroit
12.	Denver-Boulder	37.	Cincinnati
13.	Greensboro-Winston Salem-High Point, NC	38.	New York
14.	Dayton	39.	San Jose
14.	Riverside-San Bernardino, Ontario, CA	39.	Anaheim-Santa Ana, Garden Grove, CA
16.	Columbus, OH	41.	Chicago
17.	Newark, NJ	41.	Atlanta
18.	Kansas City	43.	Birmingham
18.	Milwaukee	43.	Phoenix
18.	Salt Lake City	45.	Dallas-Fort Worth
21.	Cleveland	45.	Louisville
21.	Nashville-Davidson	47.	San Antonio
23.	Norfolk-Virginia Beach-Portsmouth, VA	48.	Los Angeles-Long Beach
24.	Baltimore	49.	Houston
25.	Oklahoma City	50.	Miami

Table #5. Social disorganization index.

Education Index

1.	Washington	26.	Atlanta
1.	San Jose	26.	Chicago
3.	Anaheim-Santa Ana-Garden Grove, CA	28.	Cleveland
4.	Denver-Boulder	29.	Indianapolis
4.	Seattle-Everett, WA	30.	Riverside-San Bernadeno-Ontario, CA
6.	San Francisco-Oakland	31.	New York
7.	Salt Lake City	32.	Miami
8.	Boston	33.	Philadelphia
9.	Minneapolis-St. Paul	33.	Ft. Lauderdale-Hollywood, FL
10.	Nassau-Suffolk, NY	35.	Cincinnati
10.	San Diego	36.	Pittsburgh
12.	Sacramento	37.	Detroit
13.	Columbus	38.	New Orleans
14.	Portland, OR	38.	Buffalo
15.	Newark, NJ	38.	Nashville-Davidson
16.	Oklahoma City	41.	St. Louis
16.	Phoenix	42.	Tampa-St. Petersburg
18.	Rochester, NY	43.	San Antonio
18.	Los Angeles-Long Beach	44.	Baltimore
20.	Kansas City	45.	Memphis
21.	Houston	46.	Norfolk-Virginia Beach-Portsmouth, VA
22.	Milwaukee	46.	Greensboro-Winston Salem-High Point, NC
23.	Dallas-Fort Worth	48.	Louisville
24.	Dayton	49.	Providence-Warwick-Pawtucket, RI
24.	Albany-Schenectady-Troy, NY	50.	Birmingham

Table #6. Education index.

Economic Status Index

1. Houston
2. Washington
3. Milwaukee
4. Dallas-Fort Worth
5. Indianapolis
6. Portland, OR
7. Anaheim-Santa Ana-Garden Grove, CA
8. Minneapolis-St. Paul
9. Chicago
10. Cincinnati
10. Cleveland
10. Dayton
13. San Jose
14. Denver-Boulder
15. Kansas City
16. Salt Lake City
16. Louisville
18. Pittsburgh
18. Nassau-Suffolk, NY
20. Detroit
21. Oklahoma City
22. St. Louis
23. Rochester, NY
23. Seattle-Everett, WA
25. Baltimore
26. Atlanta
26. Providence-Warwick-Pawtucket, RI
26. Los Angeles-Long Beach
29. San Francisco-Oakland
30. Columbus
31. Greensboro-Winston Salem, High Point, NC
32. Newark, NJ
32. Albany-Schenectady-Troy, NY
34. Nashville-Davidson
34. Norfolk-Virginia Beach-Portsmouth, VA
36. Boston
37. San Diego
38. Buffalo
38. Memphis
40. Sacramento
41. Birmingham
41. New Orleans
43. Philadelphia
44. Ft. Lauderdale-Hollywood, FL
45. New York
46. San Antonio
47. Miami
48. Phoenix
49. Tampa-St. Petersburg
49. Riverside-San Bernadeno-Ontario, CA

Table #7. Economic Status Index.

Amenities Index

1.	Sacramento	26.	Portland, OR
2.	San Diego	27.	Seattle-Everett, NY
3.	San Jose	28.	New Orleans
4.	Phoenix	29.	Rochester, NY
5.	Oklahoma City	30.	Columbus
6.	Miami	30.	Birmingham
7.	Denver-Boulder	32.	Providence-Warwick-Pawtucket, RI
8.	Dallas-Fort Worth	33.	Indianapolis
9.	Anaheim-Santa Ana-Garden Grove, CA	34.	Philadelphia
9.	Riverside-San Bernadeno-Ontario-CA	35.	Albany-Schenectady-Troy, NY
11.	San Antonio	36.	Cincinnati
12.	Tampa-St. Petersburg	37.	Milwaukee
13.	Houston	38.	Louisville
14.	Minneapolis-St. Paul	39.	Nassau-Suffolk, NY
15.	Salt Lake City	40.	St. Louis
16.	Ft. Lauderdale-Hollywood, FL	41.	Dayton
17.	Memphis	42.	Newark, NJ
18.	Kansas City	43.	New York
19.	San Francisco-Oakland	44.	Buffalo
20.	Atlanta	45.	Baltimore
21.	Greensboro-Winston Salem-High Point, NC	46.	Boston
21.	Washington	47.	Detroit
23.	Nashville-Davidson	48.	Chicago
24.	Los Angeles-Long Beach	49.	Pittsburgh
25.	Norfolk-Virginia Beach, Portsmouth, VA	50.	Cleveland

Table #8. Amenities index.

Health Index

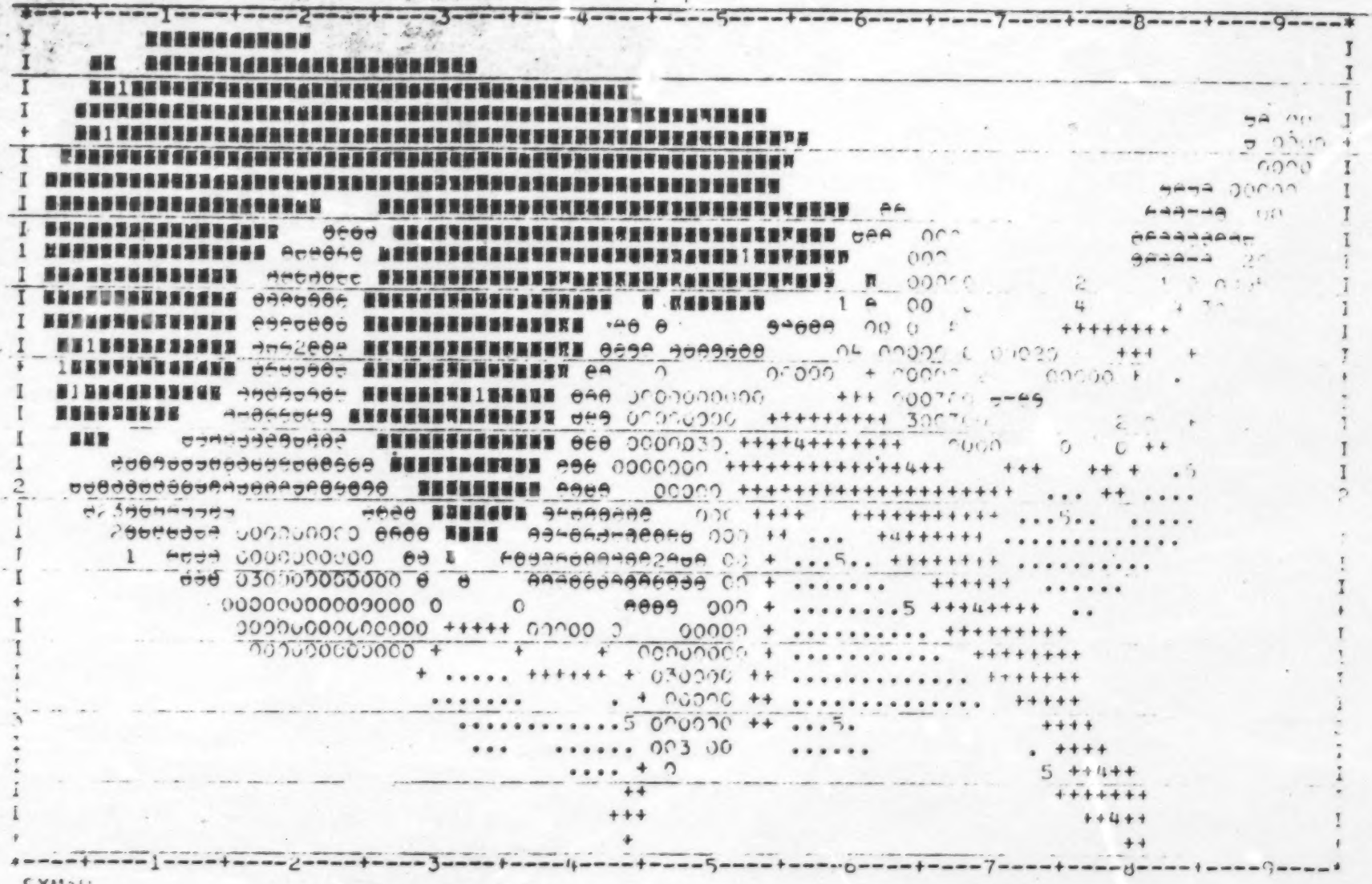
1.	Denver-Boulder	25.	Cleveland
2.	Washington	27.	Dayton
3.	San Jose	28.	Memphis
4.	Boston	28.	Anaheim-Santa Ana-Garden Grove, CA
5.	Minneapolis-St. Paul	30.	Louisville
5.	Nashville-Davidson	31.	Albany-Schenectady-Troy, NY
7.	Nassau-Suffolk	32.	Houston
8.	Salt Lake City	33.	Cincinnati
9.	Los Angeles-Long Beach	34.	Providence-Warwick-Pawtucket, RI
10.	Oklahoma City	34.	Kansas City
11.	Rochester, NY	34.	Indianapolis
11.	San Francisco-Oakland	37.	Pittsburgh
13.	Seattle-Everett, WA	38.	Buffalo
14.	San Diego	38.	Birmingham
15.	Baltimore	40.	Philadelphia
16.	New York	40.	Atlanta
17.	Columbus	42.	St. Louis
18.	Newark, NJ	43.	Dallas-Fort Worth
19.	Portland	44.	Riverside-San Bernardino-Ontario, CA
20.	Miami	44.	Chicago
21.	New Orleans	46.	Detroit
22.	Phoenix	47.	Ft. Lauderdale-Hollywood, FL
23.	Milwaukee	48.	Norfold-Virginia Beach-Portsmouth, VA
24.	San Antonio	49.	Greensboro-Winston Salem-High Point, NC
25.	Sacramento	50.	Tampa-St. Petersburg

Table #9. Health index.

Crime Index

1. Albany-Schenectady-Troy, N.Y.
2. Milwaukee
3. Pittsburgh
4. Buffalo
5. Cincinnati
6. Philadelphia
7. Providence-Warwick-Pawtucket, R.I.
8. Rochester, N.Y.
9. Boston
10. Cleveland
11. Greensboro-Winston Salem-High Point, N.C.
11. Minneapolis-St. Paul
13. Salt Lake City
14. San Jose
15. Oklahoma City
16. Nashville-Davidson
16. Indianapolis
18. San Diego
18. Dayton
18. Birmingham
21. Atlanta
22. Columbus, Ohio
22. Memphis
24. Louisville
24. Anaheim-Santa Ana-Garden Grove, Calif.
24. Newark, N.J.
27. Norfolk-Virginia Beach-Portsmouth, VA.
28. Nassau-Suffolk, N.Y.
29. Portland, Oreg.
30. St. Louis
31. Seattle-Everett, Wash.
32. Chicago
33. San Antonio
34. Houston
34. Tampa-St. Petersburg
36. Dallas-Fort Worth
37. Washington, D.C.
38. Sacramento
38. Riverside-San Bernardino-Ontario, Calif.
40. Kansas City
41. Denver-Boulder
42. Ft. Lauderdale-Hollywood, Fla.
43. New Orleans
44. Detroit
44. San Francisco-Oakland
46. Phoenix
47. New York City
48. Los Angeles-Long Beach
49. Baltimore
50. Miami

Table #10. Crime index.



SYMAP

MAP # 3.

QUALITY OF LIFE STUDY

U.S. 50 LARGEST METROPOLITAN AREAS

LIFE'S COMPOSITE INDEX